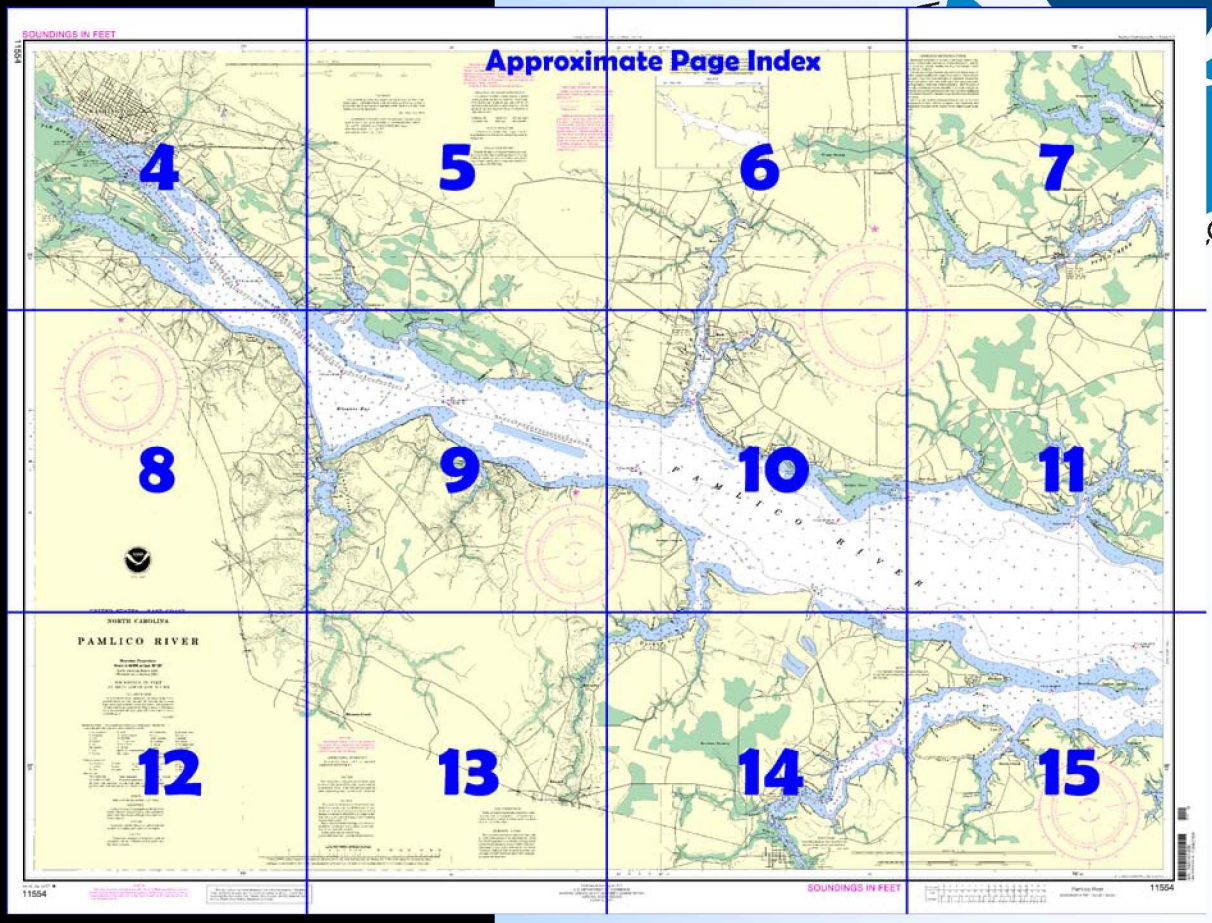
BookletChart™

Pamlico River

(NOAA Chart 11554)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

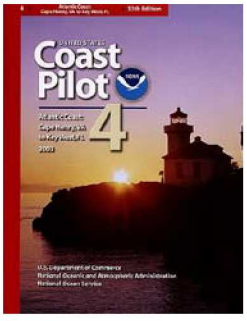
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]

(195) **Pamlico River** had depths of 12 feet or more for 20 miles above Core Point.

(196) Above this point a channel leads to Washington, and, in Tar River, a channel leads to Hardee Creek, thence to Greenville. The midchannel depth was 9 feet to above the second bridge at Washington; thence in Tar River depths of 2½ feet to Hardee Creek, except for shoaling to less than 1 foot at the entrance to Hardee Creek, and thence 2½ feet to Greenville. The channel is marked by lights to Washington.

(202) **Pungo Creek**. A highway bridge, 2.5 miles above the creek, has a clearance of 8 feet. The creek had depths of 7 feet to the bridge, thence 5 feet for 2 miles. A light and a daybeacon mark the entrance to the creek.

(208) **South Creek**. The deeper entrance is south of **Indian Island** and the shoal westward from that island to **Hickory Point**. A draft of 5 feet could be taken through the channel across the shoal west of Indian Island; a light and a daybeacon mark the best water. The creek has depths of 7 feet for 4 miles above Hickory Point. The midchannel depth was 4 feet to Aurora; thence 3½ feet to Idalia. The channel is marked by daybeacons as far as Aurora.

(209) **Aurora**. State Route 33 bridge, with a clearance of 5 feet, crosses the creek at Aurora. Small boats use the creek as far as **Idalia**.

(211) **Bond Creek** and **Muddy Creek** share a common entrance eastward of South Creek. **South Creek** entrance is marked by daybeacons. A depth of 5 feet could be taken in Bond Creek for 2.3 miles. Gasoline and diesel fuel are available at the crabmeat packinghouse pier on Muddy Creek.

(212) **North Creek**. The channel had a centerline depth of 4 feet for 1.5 miles, and is marked by a light and daybeacons; its navigation should not be attempted by strangers. In East Fork, the channel had a centerline depth of 5 feet for 1.5 miles above the entrance.

(213) A ferry crosses Pamlico River 15 miles above the mouth. The channels to the northern terminal in **Gaylord Bay** and to the southern terminal 3 miles westward of Hickory Point, had depths of 7 feet.

(215) **Durham Creek**. Local knowledge was advised to pass over the bar across the entrance, thence depths of 3 feet were available to Bonnerton. A bridge with a clearance of 2 feet crosses the creek at Bonnerton. A daybeacon marks the entrance.

(216) **Bayview** is a resort on the north bank of Pamlico River. Small tourist cabins are available, and a road connects with State Route 92. Gasoline and supplies are available at Bayview, and there is a small-boat launching ramp.

(217) **Bath Creek**. The depths were 5 feet to the bridge at Bath, thence 4 feet for another 1.7 miles. The most difficult part of the channel to Bath is the entrance, where a shoal extends halfway across from the west. The channel is marked by lights and daybeacons to 0.35 mile southward of the highway bridge. Numerous fish traps are off the creek entrance from January through May.

(218) The Route 92 bridge at Bath has a clearance of 13 feet. The bulkhead below the bridge had a depth of 6 feet, and a small dock north of the bridge had a depth of 3 feet alongside. Gasoline and supplies are available at Bath, and there is a launching ramp.

(219) **Back Creek**. A bridge with a clearance of 7½ feet crosses the creek above the mouth. A launching ramp is available below the bridge.

(221) **Blounts Creek**. A bridge above the creek has a clearance of 15 feet. The entrance is marked by a buoy, however, local knowledge is advised. Above the entrance, the creek had depths of 5½ feet for 1 mile and 3 feet for an additional 2 miles.

(222) **Broad Creek** had a centerline controlling depth of 5 feet from the entrance to the **Washington Yacht and Country Club**, thence 4 feet for another 1.3 miles. The channel is marked by lights, daybeacons, and "no wake" markers. Gasoline, water, and electricity are available at the club, which has 4 feet of water alongside. Two marinas below the yacht club have berths with electricity, marine supplies, and launching ramps.

(223) **Whichard Beach.** A marina has berths, gasoline, marine supplies, water, ice, provisions, and launching ramps.

(224) **Runyon Creek.** Route 32 highway bridge and the railroad bridge have a clearance of 4 feet. There was reported depth of 4 feet in the channel north of the highway bridge. A launching ramp near the bridge is available.

(225) **Washington**. The town has restaurants, hotels, and motels. Marine supplies are available.

(226) **Washington**. The railroad bridge has a clearance of 7 feet; the west draw is closed to navigation. The Route 17 bridge has a clearance of 6 feet.

(228) Washington City Waterfront. The bulkhead extends 1,700 feet and has small craft slips and tie-up dockage. Electricity, water and pump-out station are available. Depths range from 18 feet at the outer slips to 9 feet at the inner slips and 7 feet along the bulkhead.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Windsor, NC	WNG-537	162.525 MHz
New Bern, NC	KEC-84	162.40 MHz

SOUTH CREEK

Controlling depth at mean lower low water Aurora to Idalia was 3½ feet centerline.

Oct. 1975

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.599" northward and 1.223" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

Ferry Terminal Channels at Gaylord Bay and Long Point are marked by privately maintained pile markers.

CAUTION

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

In the Pamlico River, generally, the mean range of the periodic tide is less than one-half foot. Easterly winds cause high water and westerly winds low water, the maximum variation with heavy gales amounting to about 2 feet above or below normal in the lower part of the river and 3 or 4 feet at Washington.

May 2001

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

OVERHEAD POWER CABLES between Washington and Greenville have MINIMUM AUTHORIZED VERT. CL. 40 FT : SWING and FIXED BRIDGES have MINIMUM HOR. CL. 45 FT. MINIMUM VERT. CL. 2 FT.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TAR RIVER

The controlling centerline depths at MLLW were 2½ feet from Washington to Hardee Creek, with exception of shoaling to depth of 0.6 feet at the entrance of Hardee Creek, thence 2½ feet from Hardee Creek to Greenville.

July 1956, Oct. 1975

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

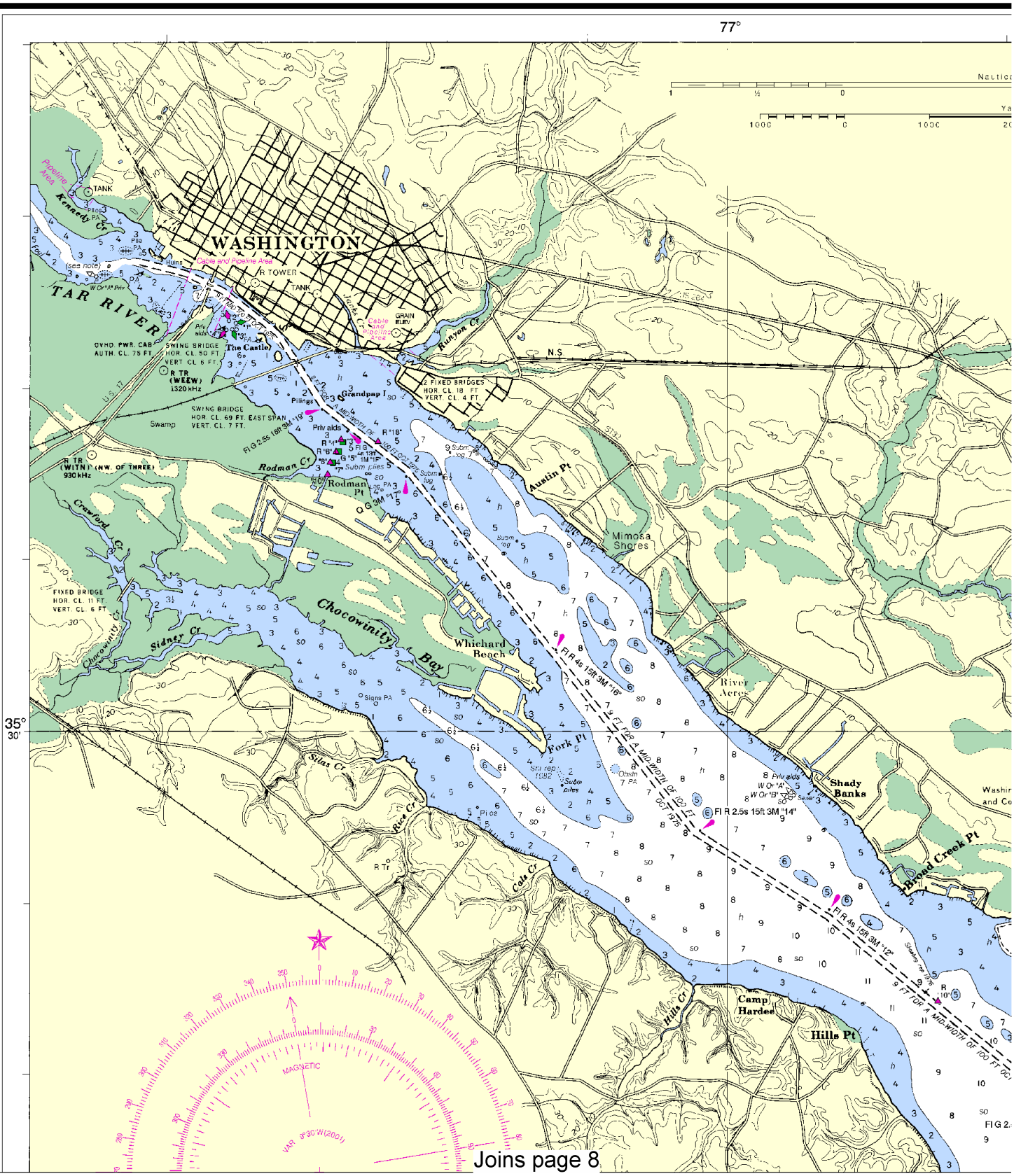
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FEET



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

55' 51' 45' 30'

Nautical Miles
1 2 3
Yards
2000 3000 4000 5000

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July 1956, Oct. 1975

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Refer to charted regulation section numbers.

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CAUTION

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Pipeline Area Cable Area

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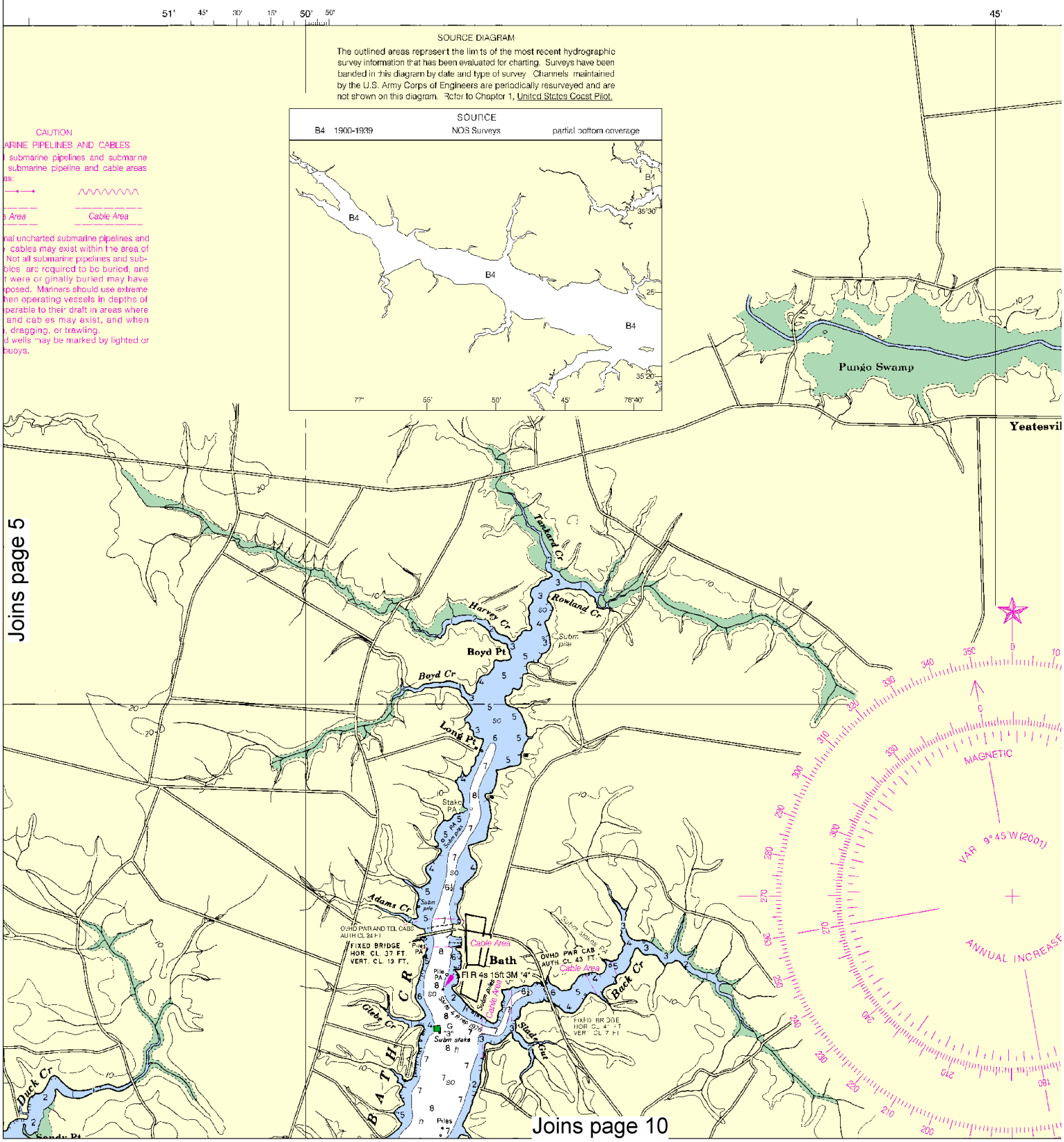
Covered wells may be marked by lighted or unlighted buoys.

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 537, 1st Ed., Feb. 1914 S-1956-800 KAPP 621



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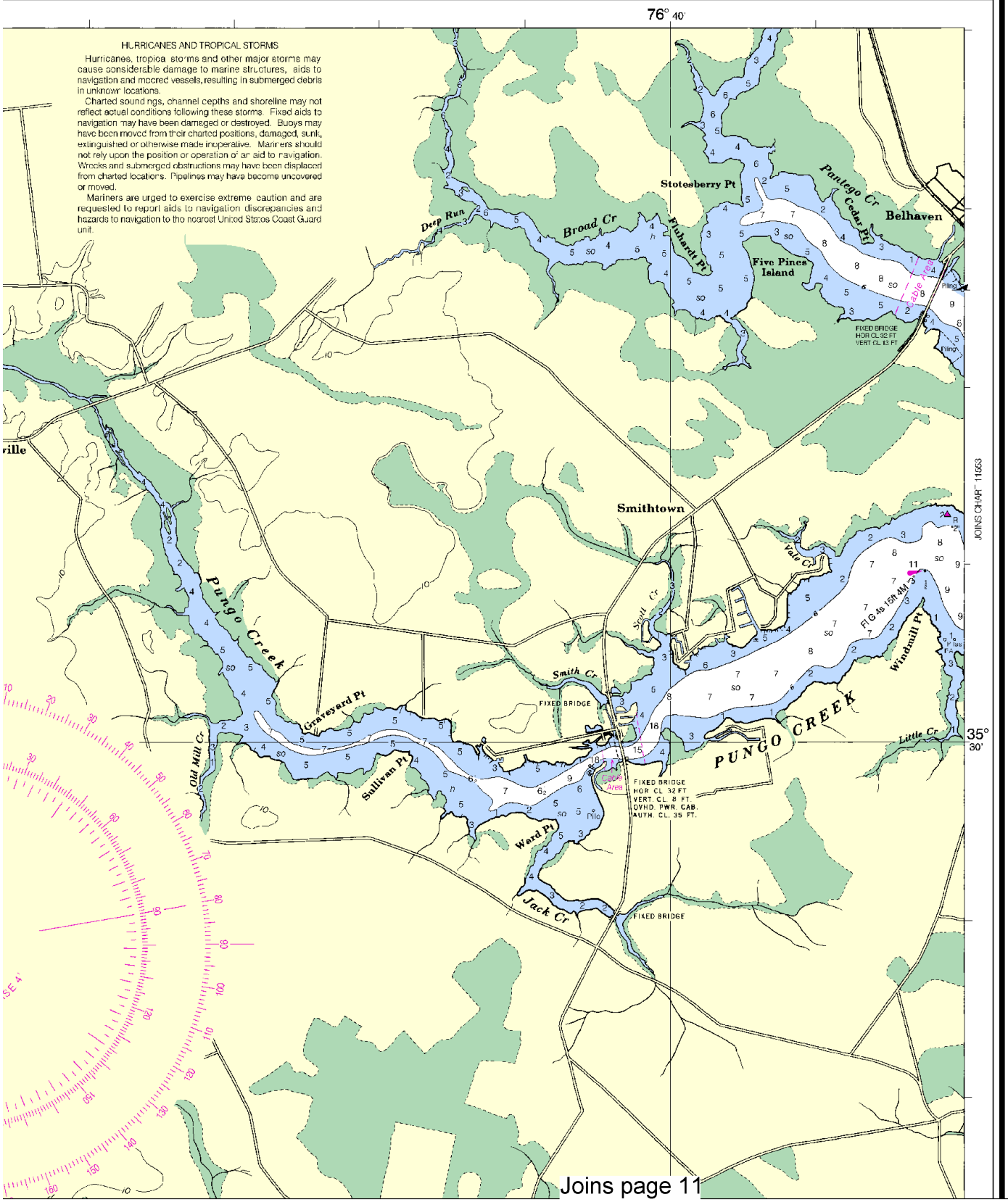
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

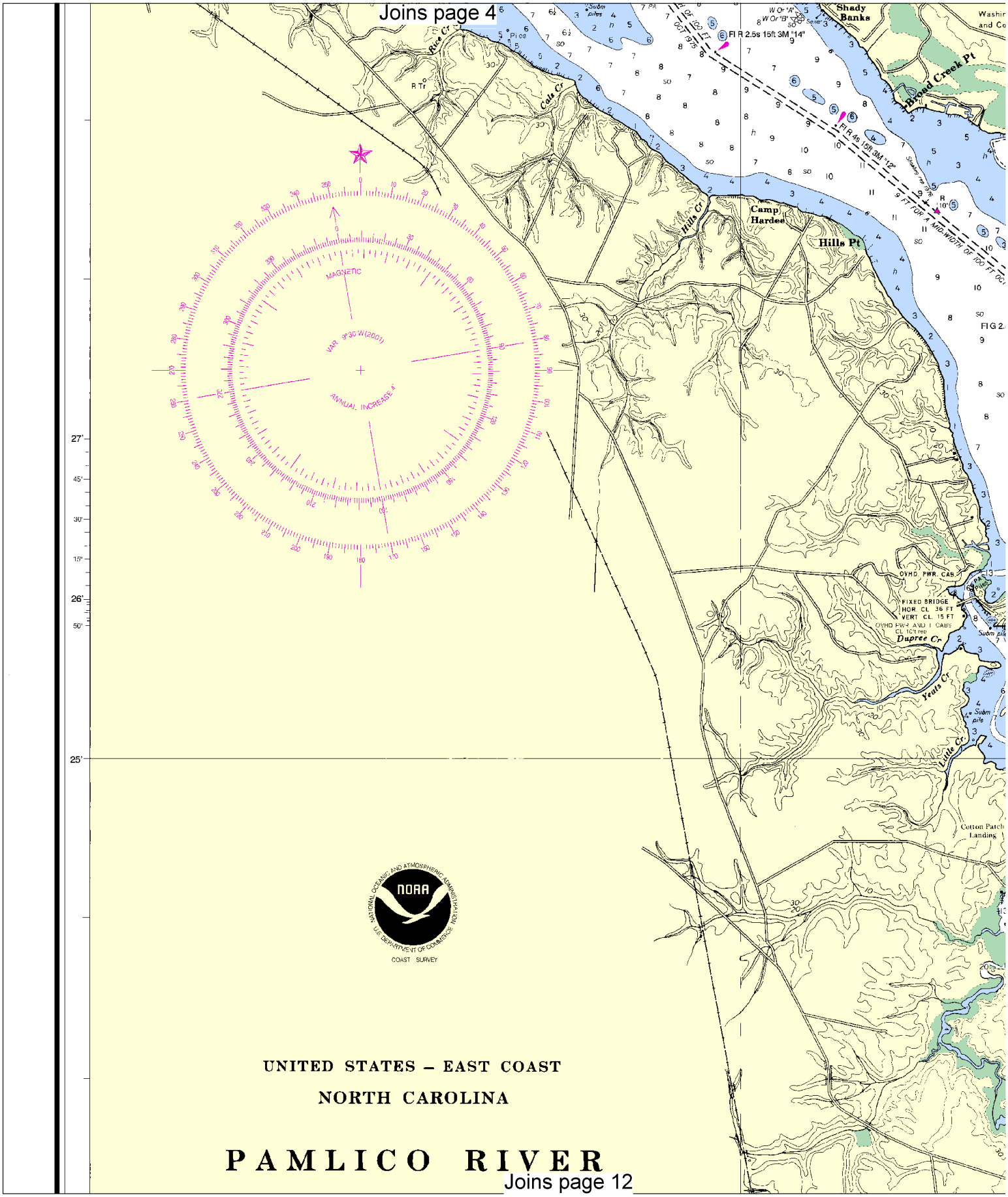
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .



UNITED STATES – EAST COAST

NORTH CAROLINA

PAMLICO RIVER

Joins page 12

8

North

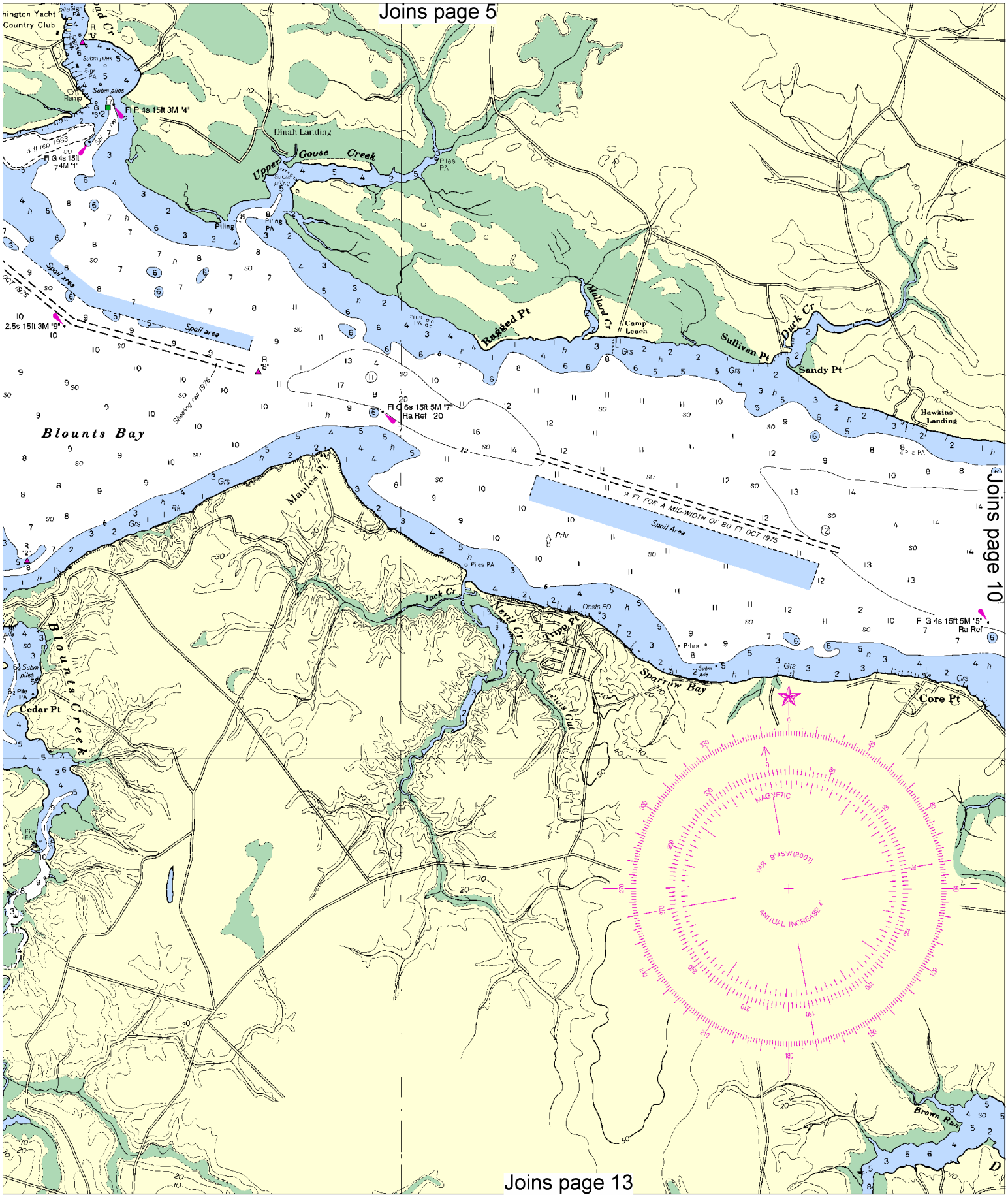
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

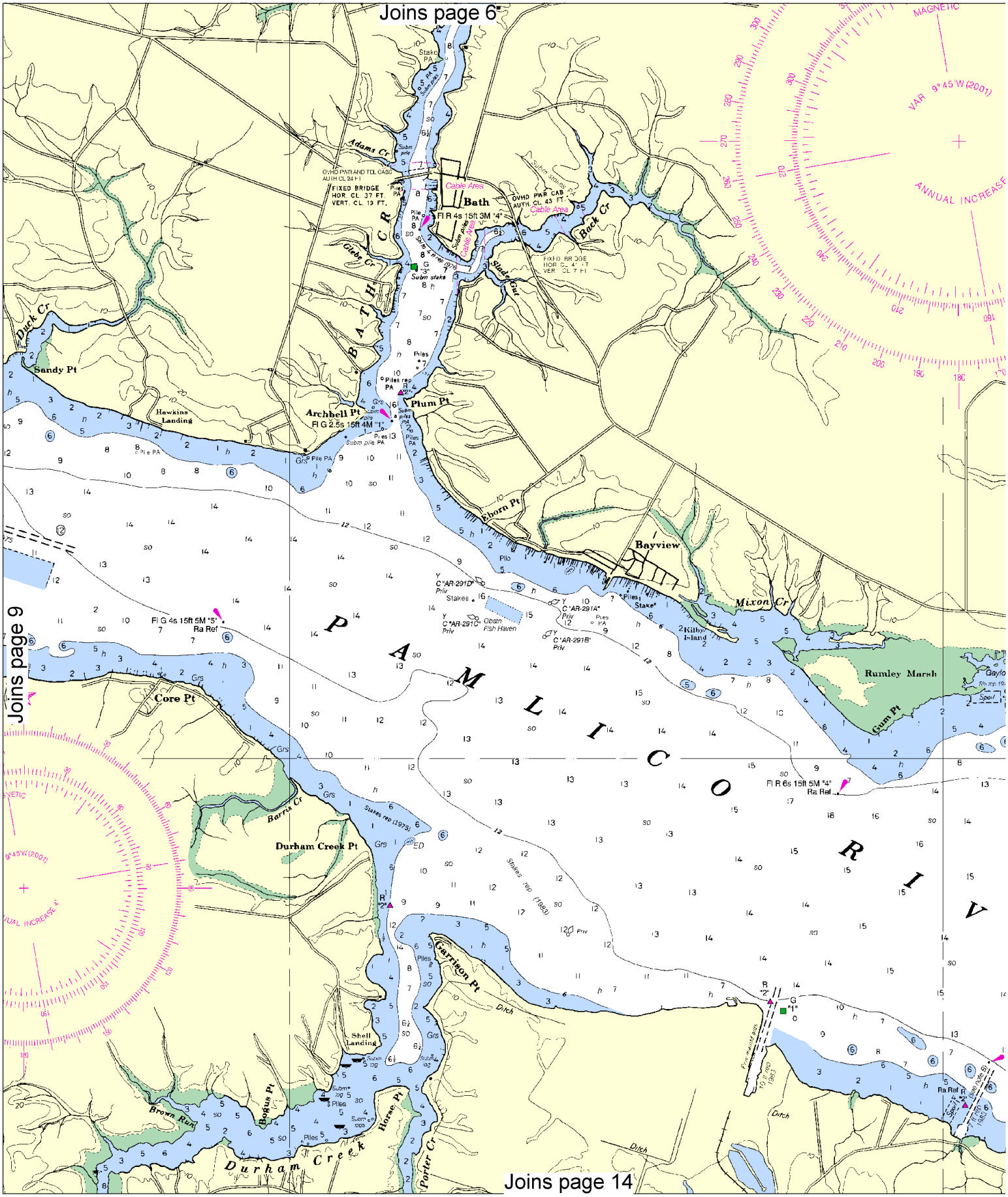
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
Blounts Bay
Blounts Creek
Upper Goose Creek
Dinah Landing
Ragged Pt
Mallard Cr
Camp Leach
Sullivan Pt
Duck Cr
Sandy Pt
Hawkins Landing
Manles Pt
Jack Cr
Nevil Cr
Tripp Pt
Sparrow Bay
Core Pt
Cedar Pt
Lewis Gut
Brown Run
Spoil area
Spoil Area
9 FT FOR A MID-WIDTH OF 80 FT OCT 1975
Fl R 4s 15ft 3M "4"
Fl G 4s 15ft 7M "1"
2.5s 15ft 3M "9"
Fl G 6s 15ft 5M "7"
Ra Ref 20
Fl G 4s 15ft 5M "5"
Ra Ref
Piling
Piles PA
Subm piles
Ramp
Obstn ED
Priv
Grs
Rk
MAGNETIC
VAR 6°45'W (2007)
ANNUAL INCREASE 4'



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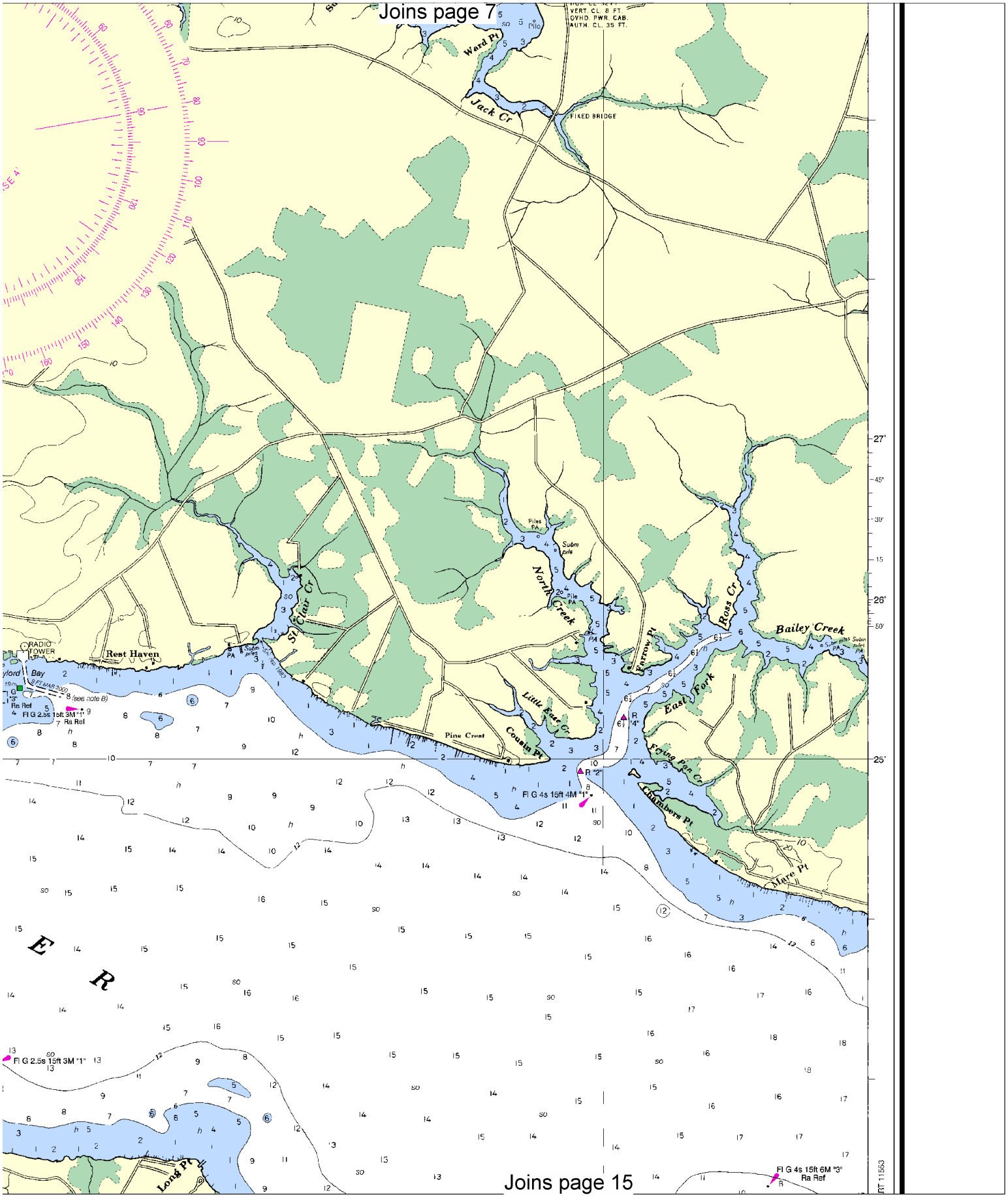
Joins page 7
Ward Pt
Jack Cr
FIXED BRIDGE
St Clair Cr
North Creek
Ross Cr
Bailey Creek
Rest Haven
RADIO TOWER
Bay
Narrow Pt
East Fork
Little East Cr
Pine Crest
Cousin Pt
Frying Pan Cr
Chambers Pt
Mere Pt
Long Pt
Fl G 4s 15ft 4M "1"
R "2"
R "4"
Fl G 2.5s 15ft 3M "1"
Fl G 4s 15ft 6M "3"
Ra Ref
Joins page 15

Joins page 8

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES – EAST COAST
NORTH CAROLINA

PAMLICO RIVER

Mercator Projection
Scale 1:40,000 at Lat. 35°26′
North American Datum 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

In the Pamlico River, generally, the mean range of the periodic tide is less than one-half foot. Eastery winds cause high water and westerly winds low water, the maximum variation with heavy gales amounting to about 2 feet above or below normal in the lower part of the river and 3 or 4 feet at Washington.

May 2001

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

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Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics

Bldr boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

35° 20′

77°

To find SPEED, place one point of dividers on distar
right point on 60 and left point will then indicate speed

16th Ed., Sep. 22/01 ■

11554

CAUTION
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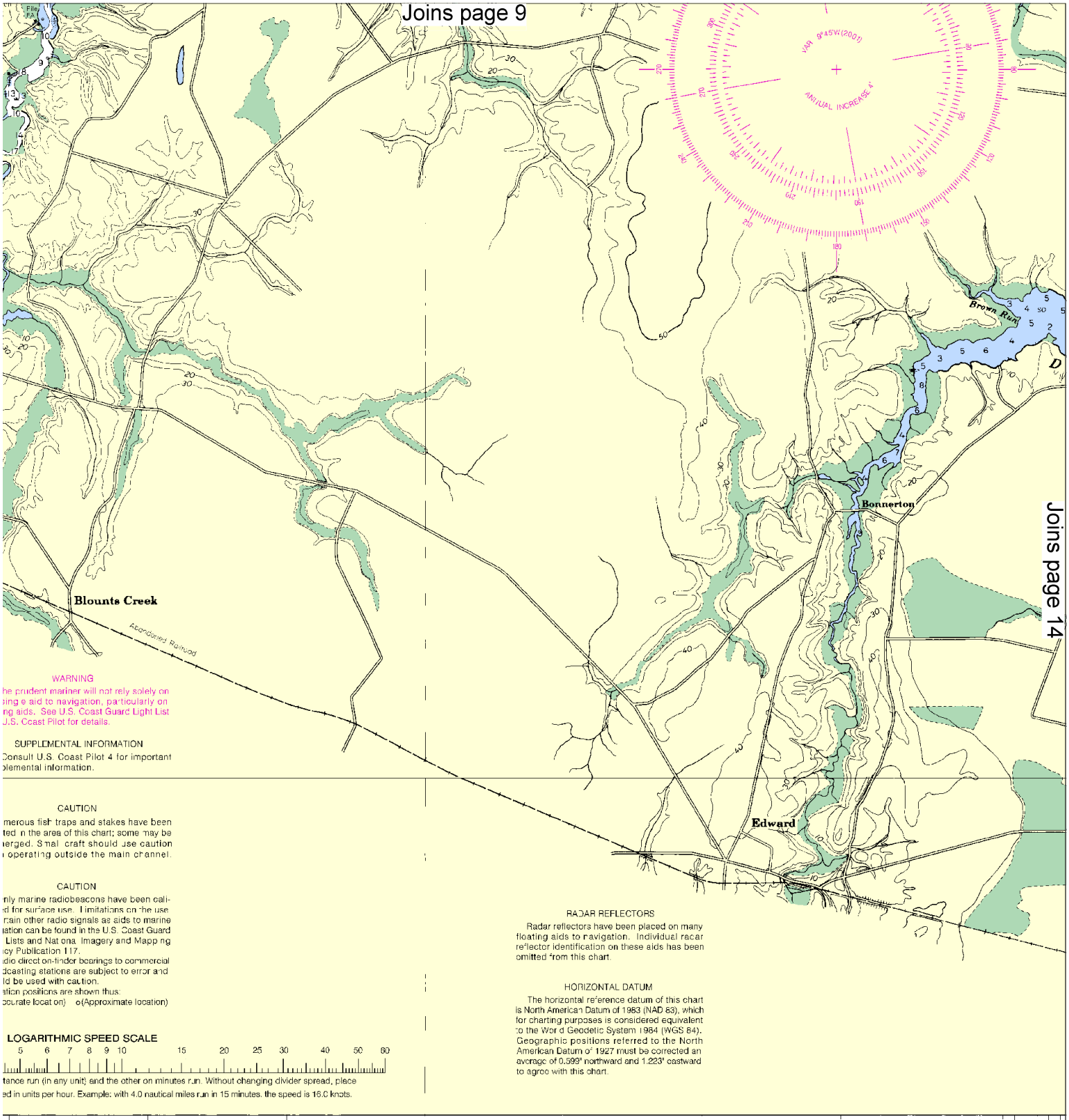
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 9



Joins page 14

WARNING

he prudent mariner will not rely solely on
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SUPPLEMENTAL INFORMATION

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dcasting stations are subject to error and
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ccurate locat on) o(Approximate location)

LOGARITHMIC SPEED SCALE

5 6 7 8 9 10 15 20 25 30 40 50 60

tance run (in any unit) and the other on minutes run. Without changing divider spread, place
ed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

RADAR REFLECTORS

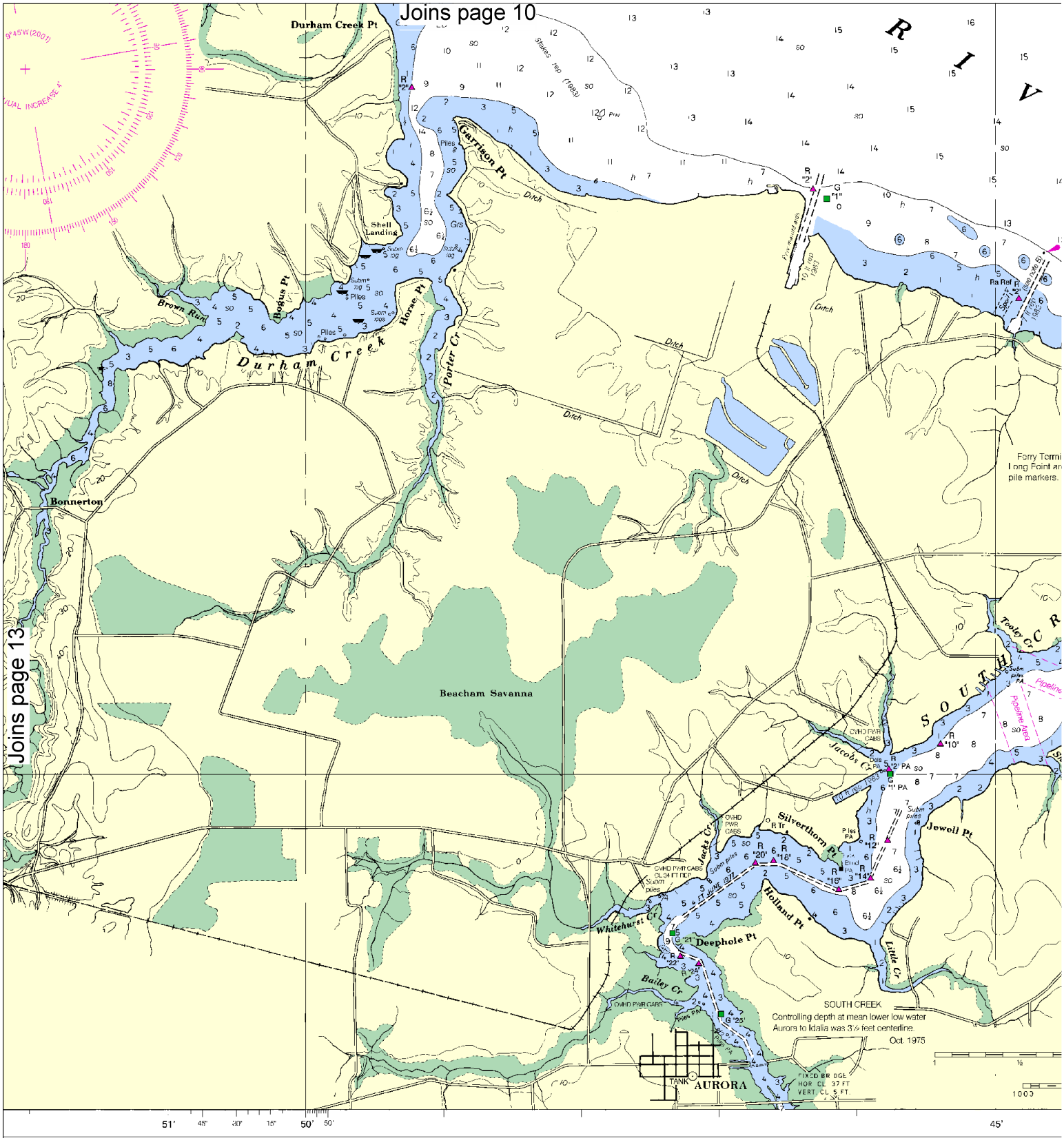
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.599" northward and 1.223" eastward to agree with this chart.

55' 51' 45' 30'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FE

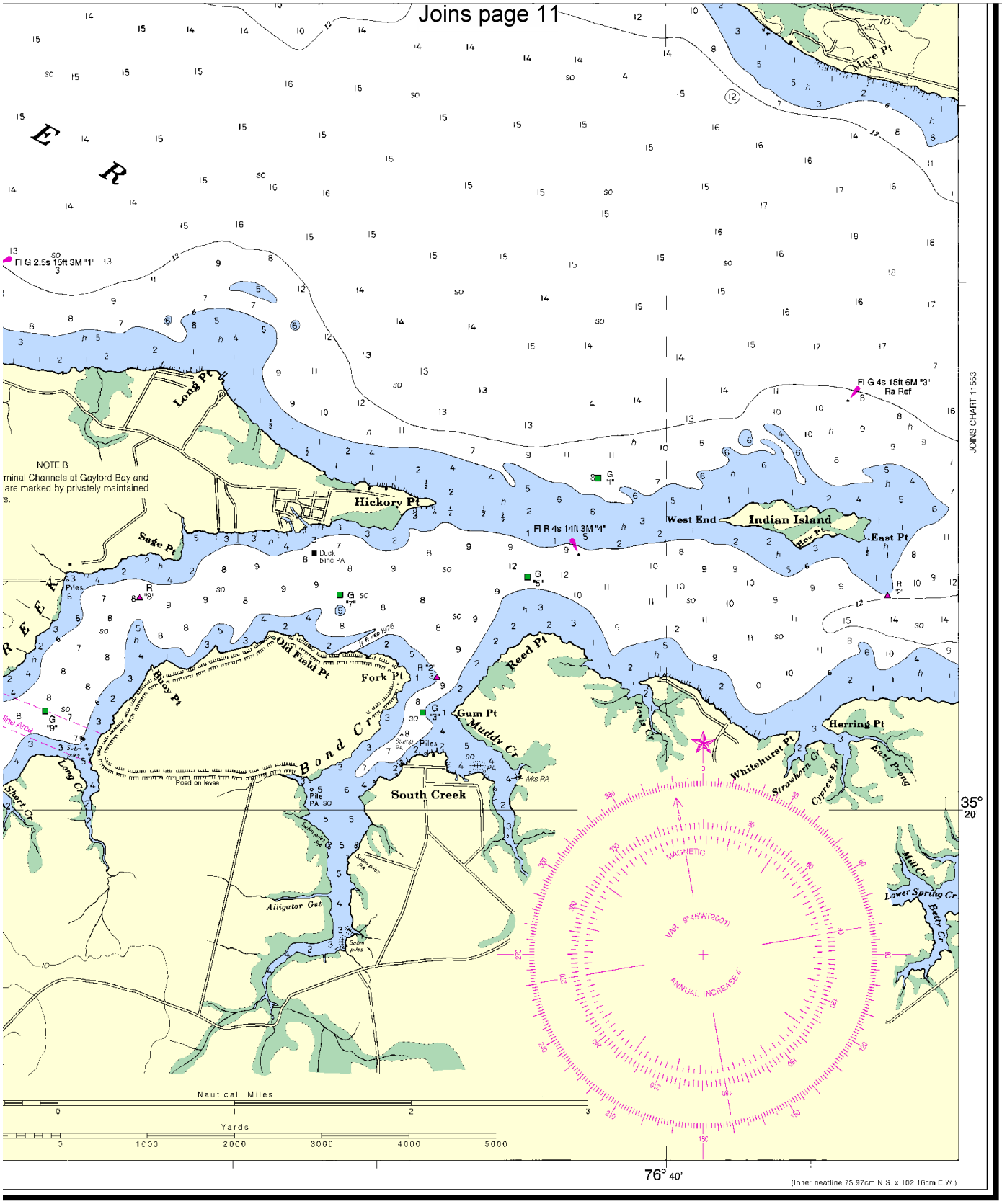
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 11



JOINS CHART 11553

ED NO. 16

NSN 7642014010284
NIMA REFERENCE NO. 11XHA11554

EET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Pamlico River

SOUNDINGS IN FEET - SCALE 1:40,000

11554

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Hobucken – 919-745-3132
Coast Guard Hatteras Inlet – 919-986-2175/76
Coast Guard Ocracoke – 919-928-3711/4731
NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.